

The Hongkong Telegraph.

No. 356.

MONDAY, MARCH 19, 1883.

SIX DOLLARS
PER QUARTER.

For Sale.

LANE, CRAWFORD & CO.

EXTRACT FROM
"CHAMBERS' JOURNAL,"
26TH AUGUST, 1882.

AN Exhibit at the Exhibition of "Means and Appliances for the protection of Human Life" which appeared to have the merit of novelty as well as efficiency, was that consisting of LIFE SAVING GARMENTS. Most Dresses of this kind are of a cumbersome and unsightly description, such Garments in fact as no one would, from choice carry about with him. But here we saw GREAT COATS, LADIES' JACKETS, &c., cut in the latest Fashion too, so skillfully furnished in the Linings with little Cylinders of Cork, that their presence was quite undetected until pointed out.

People in the Habit of Yachting or who are engaged in an occupation which brings them into daily chance of falling into the water would do well to make further enquiries relative to this useful adaptation of the life-belt principle.

The Manufacturers are Messrs. WENTWORTH & Co., of 12, Museum Street, London, W.C.

SOLE AGENTS IN HONGKONG,
LANE, CRAWFORD & Co.,
who have a large assortment of these LIFE
SAVING GARMENTS FOR SALE.
LANE, CRAWFORD & Co.
Hongkong, 17th March, 1883. [296]

Insurances.

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [106]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL TAELS 600,000, EQUAL \$333,333.33.
RESERVE FUND.....\$70,858.27.

BOARD OF DIRECTORS.

SING, Esq., Chairman.
YOK MOON, Esq.,
LIE YAT LAY, Esq.,
CHU CHIK NUNG, Esq.,
MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at
CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882. [601]

YANG TSE INSURANCE
ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
FURNISHED RESERVE.....Tls. 290,000.00
SPECIAL RESERVE FUND.....Tls. 290,553.95

TOTAL CAPITAL AND
ACCUMULATIONS, 8th
May, 1882.....Tls. 940,553.95

DIRECTORS.

H. DE C. FORBES, Esq., Chairman.
J. H. PINCKVOSS, Esq.,
A. J. M. INVERARITY, Esq.,
Wm. MEYER, Esq.,
G. H. WHITKILL, Esq.,

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all
parts of the world.
Subject to a charge of 12 per cent. for Interest
on Shareholders' Capital, all the PROFITS of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premium paid by them.

RUSSELL & Co., Agents.

Hongkong, 23rd January, 1883. [83]

THE Undersigned have been appointed
AGENTS for the NEW YORK BOARD
OF UNDERWRITERS.

ARNHOLD, KARBERG & CO.
Hongkong, 15th June, 1881. [457]

RECORD OF AMERICAN and FOREIGN
SHIPPING.

ARNHOLD, KARBERG & CO.
Hongkong, 15th June, 1881. [457]

Intimations.

INTIMATION.

SIGNOR ANTONIO CATTANEO, of the
CONSERVATORIO DI BRESCIA, and late
of the ROYAL ITALIAN OPERA COMPANY, has
the honor to inform the community that he has
arranged to remain in Hongkong, and will give
lessons in Music, Singing and the Piano-forte.

CHARGES STRICTLY MODERATE.
Address—Messrs. KELLY & WALSH,
Queen's Road.
Hongkong, 1st March, 1883. [168]

INTIMATION.

SIGNOR GIUSEPPE PENATI, certificated
Professor of Music of the REGGIO CON-
SERVATORIO DI MILANO, and Resident in
Hongkong for over 7 years, gives lessons in
Music, Piano, Harmony and Singing.

Slips, Rewards, open engagements as
Pianist & Pupil-Dancing Master.

CHARGES STRICTLY MODERATE.
Address—No. 8, PRY STREET.
Hongkong, 7th March 1883. [194]

Notices of Firms.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr.
HENRY LISTON DALRYMPLE and
Mr. JOHN GORDON TALBOT HASSELL in
Our Firm has Ceased and it is Closed in Hong-
kong from This Date, Mr. DALRYMPLE being
Authorized to Sign "In Liquidation in
Hongkong."

1st March, 1883.

MR. KENNETH DOUGLAS ADAMS and
MR. JAMES LYON PLAYFAIR-SAN-
DERSON are This Day admitted PARTNERS
in Our Firms at Canton and Foochow.

1st March, 1883.

MR. HENRY LISTON DALRYMPLE
Acts as Correspondent of Messrs. BIRLEY
& Co. here, and has commenced Business under
the style of
BIRLEY, DALRYMPLE & Co.
Hongkong, 1st March, 1883. [169]

NOTICE.

WE have authorized Mr. FRIEDRICH
HEINRICH HOHNKE to sign our
Firm from this date.
F. BLACKHEAD & Co.
Hongkong, 12th March, 1883. [201]

To be Let.

TO LET.

THE UPPER FLOOR of No. 8, QUEEN'S
ROAD CENTRAL, suitable for DWELLING
or OFFICES.—Rent \$55.

Also,
OFFICE ON QUEEN'S ROAD.

Apply to
J. G. SMITH & Co.
Hongkong, 17th March, 1883. [217]

TO LET.

A TWO STOREY HOUSE (6 Rooms)
in Mosque Junction. The above has Gas
and Water laid on; and immediate possession
can be had.

For Particulars apply to
D. NOWROJEE,
Hongkong Hotel.
Hongkong, 27th November, 1882. [18]

TO LET.

No. 4, OLD BAILEY STREET.
No. 6, QUEEN'S ROAD CENTRAL,
lately occupied by PACIFIC MAIL STEAMSHIP
COMPANY.

No. 9, SEYMOUR TERRACE.
No. 25A, PRAYA CENTRAL.
No. 10, HOLLYWOOD ROAD.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 10th February, 1883. [7]

For Sale.

NO. 4, OLD BAILEY STREET.
No. 6, QUEEN'S ROAD CENTRAL,
lately occupied by PACIFIC MAIL STEAMSHIP
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No. 9, SEYMOUR TERRACE.
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Hongkong, 10th February, 1883. [7]

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Hongkong, 10th February, 1883. [7]

DAVID SASSOON, SONS & Co.
Hongkong, 10th February, 1883. [7]

Intimations.

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO. ARE SHOWING.

WITH A VIEW TO REDUCING OUR STOCK TO MAKE ROOM FOR NEW GOODS
WE ARE OFFERING FOR ONE WEEK ONLY.

FANCY CHECKED DRESS MATERIALS.....@ 15c. PER YARD USUAL PRICE 25c.
INVISIBLE CHECKED Do.....@ 15c. do. do. 25c.
POMPADOUR DELAINES Do.....@ 20c. do. do. 35c.
ROUGH & READY SERGES Do.....@ 20c. do. do. 35c.
CHECKED MOHAIRS Do.....@ 30c. do. do. 45c.
TERRA COTTA & OTHER STRIPED SATINETTES.....@ 50c. do. do. 75c.
FANCY VELVETEENS.....@ 35c. do. do. 50c.

ALSO
LADIES SHOES.....@ \$1.25 PER PAIR do. \$2.50.
LADIES SHOES.....@ \$1.50 do. do. \$2.50.
LADIES SHOES.....@ \$1.75 do. do. \$2.50.
N.B.—JUST OPENED A CASE OF ATKINSON'S SCENTS.

A LIBERAL DISCOUNT FOR CASH.
SAYLE & CO.
VICTORIA EXCHANGE, HONGKONG. [659]

Hongkong, 6th February, 1883.

"NOVELTY STORE."

MARINE HOUSE, QUEEN'S ROAD.

SELLING OFF CHEAP.

NO SUCH OPPORTUNITY EVER OFFERED BEFORE.

FOR ONE MONTH ONLY from This Date, all the BOOKS in this "STORE" including
those which may arrive during the month, will be disposed of at Published Prices, Charging
Extra only the actual expenses incurred, such as freight, insurance, &c., at current rate of
exchange.

To avoid confusion, all the BOOKS selected shall not be delivered but forwarded together
with a Memo of cost which if not approved, the BOOKS may be returned.

ALSO,
"KAISAR-I-HIND" CIGARETTES are now offered at 8c. Cents per 100, in Handsome
Crystallized Tin Boxes, for the above period only.

TERMS, CASH ONLY.

S. MEYERS,
MANAGER.

Hongkong, 13th March, 1883. [28]

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Intimations.

NOTICE TO CONTRACTORS.

TENDERS, in duplicate, will be received
by the Undersigned until TWELVE O'CLOCK
NOON, on the 28th instant, for the Undermen-
tioned Service.
CONSTRUCTION OF A STEAM LAUNCH
FOR THE USE OF THE WAR
DEPARTMENT.

Particulars can be obtained at the COM-
MISSARIAT OFFICE, COMMISSARIAT BUILDINGS, be-
tween the Hours of Ten O'CLOCK A.M. and
ONE O'CLOCK P.M., DAILY (Sundays excepted).
Tenders to be accompanied by a drawing
showing general plan of Launch.
The Secretary of State for War reserves the
right of rejecting any or all of the Tenders.

A. MEYER,
District Commissary General.

COMMISSARIAT OFFICE,
Hongkong, 16th March, 1883. [214]

THE CHINESE INSURANCE COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWELFTH
ORDINARY MEETING of the
SHAREHOLDERS in the above Company will be
held at the Head Office, Victoria, Hongkong,
on TUESDAY, the 27th March, 1883, at THREE
O'CLOCK, for the purpose of receiving the Report
of the Directors together with a Statement of
Accounts to the 31st December, 1882.

The TRANSFER BOOKS will be CLOSED
from the 20th to 27th instant, both days inclusive.
By Order of the Board,
D. MCLAURIN,
Acting Secretary.

Hongkong, 13th March, 1883. [204]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are
requested to send in a Statement of Busi-
ness Contributed during the half year ended
December 31st, 1882, on or before March 31st,
on which date the accounts will be closed.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, 7th March, 1883. [188]

NOTICE.

WITH reference to the Advertisement (No.
144) Signed "Mrs. H. E. FALCONER"
in the "Daily Press" of the 5th instant, we are
instructed by Mr. MATTHEW FALCONER,
of the Firm of Messrs. GEO. B. FALCONER
& Co., to state that Mrs. H. E. FALCONER
has NOT PURCHASED the INTEREST of the
Widow of the late MATTHEW FALCONER in
the said Firm, and that Mrs. H. E. FALCONER
has NO INTEREST whatever in the FIRM of
GEO. B. FALCONER & Co., Watchmakers and
Jewellers, Hongkong.

BRERETON, WOTTON, & DEACON,
35, Queen's Road,
Hongkong.

6th March, 1883. [181]

WANTED.

A SITUATION as CLERK, BOOK-
KEEPER, or GENERAL ASSISTANT,
by a young man who has had ten years experience
in China and Japan. Speaks French, English,
German, Italian and Japanese. Moderate Sal-
ary required. First-class references.

Apply to
B. C. A.,
care of Hongkong Telegraph Office.
Hongkong, 13th February, 1883. [139]

J. AND R. TENNENT'S ALE AND
PORTER.

DAVID CORSAR & SONS'
MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN
ARNHOLD, KARBERG & Co.
Hongkong, 13th June, 1881. [458]

MAILS.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship
"COPTIC"
will be despatched for San Francisco, via Yokohama
and Honolulu, on TUESDAY, the 27th
instant, at THREE P.M.

Connection being made at Yokohama with
Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at the
Company's Office until FIVE P.M. the day pre-
vious to sailing.

RETURN PASSAGES.—Passengers who
have paid full fare, re-embarking at San Fran-
cisco for China or Japan (or vice versa) within
six months will be allowed a discount of 20 per
cent. from Return Fare; if re-embarking within
one year, an allowance of 10 per cent. will be
made from Return Fare. Pre-Paid Return
Passage Orders, available for one year, will be
issued at a Discount of 25 per cent. from Return
Fare. These allowances do not apply to through
fares from China and Japan to Europe.

Consular Invoices to accompany Overland,
Mexican, Central, and South American Cargo,
should be sent to the Company's Office, ad-
dressed to the Collector of Customs, San Fran-
cisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 304, Queen's Road Central.

F. E. FOSTER,
Agent.

Hongkong, 14th March, 1883. [14]

Shipping.

STEAMERS.

FOR MANILA.

Intimations.

IMPORTANT INTIMATION:

NOW READY.



(PUBLISHED BY AUTHORITY.)

THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST.
A DIRECTORY FOR CHINA, JAPAN, AND THE
PHILIPPINES, FOR THE YEAR 1883.

PRICE TWO DOLLARS.

The above work published at the Office of this Paper, contains a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Chinese Ports, including Wladivostok, Formosa, the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, including the New Treaties between

RUSSIA AND CHINA, BRAZIL AND CHINA, AND

THE KOREAN TREATY; together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations have been applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, have supplied the necessary matter to ensure correctness, upon forms sent for that purpose. The Naval and Military portion has been taken from the latest published official lists and revised at Headquarters; in fact no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1883 contains a complete

INDEX TO THE ORDINANCES OF HONGKONG;

A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong;

THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.

A LADIES DIRECTORY FOR HONGKONG, AND

A Mass of interesting information on various subjects, culled from the most trustworthy sources.

A SPECIAL FEATURE IN THIS PUBLICATION IS A CHAPTER ON SPORT, dealing with almost every branch of sport including RACING, CRICKET, ATHLETICS, AQUATICS, &c., &c., &c.

THE WINNERS OF ALL IMPORTANT RACES AT HONGKONG, SHANGHAI, FOCHOW, AND AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," a *valde metum* for all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1883 is Printed on a superior quality of Paper with a NEW FOUNT TYPE, specially ordered for the work, from THE PATENT TYPE FOUNDRY COMPANY, Red Lion Square, Holborn, London, and bound in a fashion unsurpassed by any work of the kind ever published in the FAR EAST.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at This Office for

TWO DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong, or any other part of the East, at the Price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It will have an extensive circulation in all Ports between Singapore and Newchwang, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to

"THE HONGKONG TELEGRAPH" OFFICE, HONGKONG.
Hongkong, 23rd January, 1883.

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING
CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRYMEN,
PERFUMERS,
IMPORTERS AND EXPORTERS
OF
MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS

OF

AERATED WATERS.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

THE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication, but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central district who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 19, 1883.

The most noteworthy feature in the Report of the Chamber of Commerce, and in the introductory speech of the Chairman to the few members present at the recent meeting, was undoubtedly the action of the committee in extending its labors beyond the legitimate sphere of what is purely a commercial institution, by entering the wide field of politics. The report bristles with matter which has but the remotest connection with our local, or in fact with any other, commerce. Mr. BULKLEY JOHNSON remarked in explanation of this innovation—"You will observe we have to some extent travelled, to use a legal phrase, out of the record of the ordinary business of the Chamber; and we have done so not only because we think it is the duty of every Chamber to pay strict attention to all public matters which concern the interests of the trade which that Chamber represents, but because we think that in this Colony there are circumstances which call for special vigilance." It is very probable, nay, it is positively certain, that there are circumstances in connection with the government of this Colony which call for special vigilance; but we have yet to learn on what grounds the Hongkong Chamber of Commerce assumes a right to set itself up as either a dictator or censor of local affairs beyond those associated with commercial matters. Mr. JOHNSON asserts that the Chamber of Commerce is really the only representative body in this community, and doubtless the honourable gentleman is to some extent correct, although his manner of claiming this distinction is, to say the least, misleading. The Chamber is undoubtedly a representative body; but who does it represent? Surely Mr. BULKLEY JOHNSON did not intend to claim that the Hongkong Chamber of Commerce represented in any shape or form the interests and opinions of the community at large! The Chamber of Commerce merely represents a class; whether that class can be fairly described, as was recently done by an influential London newspaper, as a dominant caste, is really a matter of very slight importance, as it cannot be denied that at least ninety-five per cent. of the community have no interest in or sympathy with this admittedly useful organization. We challenge Mr. BULKLEY JOHNSON or any of his adherents to refute this statement. There is no object to be gained by either under-rating the services of an institution of the character of the Chamber

of Commerce, or under-estimating the local interests represented by its executive and members; but the idea of any semi-private association which at its annual meeting can only muster an attendance of a dozen members, including seven officials, arrogating to itself through its Chairman, the right to speak in the name of the community as a representative body, not merely on affairs commercial but in all other matters appertaining to the Colony, is too preposterous, too much like the renowned "tailors of Tooley Street," to be allowed to pass unchallenged. The Chamber of Commerce, as we have already said, is an excellent institution of its kind; it was established for a certain purpose, namely, to promote the interests of its members, and we presume of the commercial community generally, so far as these have reference to trade and merchandise; and so long as it confines itself to its legitimate sphere of action we consider it deserving of public support. The most prominent means by which the aims of a society of this character are sought to be achieved are usually: By representing and urging on the legislature the views of the members on all mercantile affairs; by aiding in the preparation of legislative measures having reference to trade, such, for instance, as the Bankruptcy Ordinance; by collecting statistics bearing upon the staple trade of the colony, &c.; by acting under certain circumstances as a court of arbitration in mercantile questions; and by attaining by combination, advantages in trade which might be beyond the reach of individual enterprise. The Hongkong Chamber of Commerce has gone far beyond all this, and we consider the Chairman's explanation or defence for interference in outside matters as unsatisfactory as the action of the Chamber, presuming that Mr. JOHNSON'S *coccyzus scribendi* is approved of by the members, has been injudicious and ill advised.

That the members of the Chamber of Commerce took but a lukewarm interest in the committee's action "out of the record of the ordinary business of the Chamber" was plainly evidenced by the thin attendance at the meeting. With only five members present, outside the officials, to confirm the unprecedented policy of the committee in interfering in matters beyond the scope of the Chamber's *raison d'être*, as set down in a most elaborate and carefully compiled report, we think the executive have little reason to congratulate themselves either on the results of, or the amount of general appreciation displayed in their arduous labors. It must have been especially galling to the Hon. F. BULKLEY JOHNSON to find that the important public acts of what he claims to be the only representative body in this Colony, endorsed by only five persons out of a numerous constituency. Mr. JOHNSON'S notorious letter to Mr. MAONAT, M.P., Chairman of the London Chamber of Commerce, impugning the veracity of Governor HERNIMAN'S statements on smuggling in his celebrated Nottingham address, and otherwise vilifying and abusing His Excellency is publicly supported in Hongkong by only five gentlemen, three of whom are foreigners, one an avowed enemy of Sir JOHN FORBES HERNIMAN and the other a retainer of "the princely house." A greater satire on the honourable gentleman's so-called representative body than these ample facts could not possibly be produced.

When it was brusquely proposed to CHAIR by ENOCH ARABUS that the differences between himself and ANTONY should be settled by his giving his sister in marriage to CYRUS PATRICK'S lover, the great Roman is said to have remarked that he "disliked not the match so much as the manner of the wooing." It is exactly the same with ourselves and a great many others in regard to the last report of the Chamber of Commerce. A great deal of what has been done we heartily endorse; but we are quite unable to agree with the manner in which things generally have been managed. Unless we greatly err, the hand of Mr. BULKLEY JOHNSON is plainly discernible throughout the report; the ideas and opinions expressed therein are *de facto* the ideas and opinions of Mr. BULKLEY JOHNSON. The influence or power of the honourable gentleman is predominant, and it is only a matter of regret that he has used his opportunities with so little wisdom, forgetting that in all cases and under all circumstances *publica bonum privata interest superat*. The only blot in the report now under review are the references to Governor HERNIMAN'S Nottingham speech, and to a ridiculous *canard* that appeared in the *Pall Mall Budget* of July 28th. In the first case an ample apology for the Chairman's letter to Mr. MAONAT ought to have been made, and in the second, such a paltry matter as beneath the notice of any "high class" representative body. Governor HERNIMAN'S statements at Nottingham were based on independent official reports, and Mr. JOHNSON is perfectly well aware; while the anonymous and contemptible reflection on the policy of Mr. Administrator MAONAT in regard to his ser-

posed anti-Chinese proclivities, had no earthly concern with what is exclusively a mercantile association established for purely commercial purposes. Sir JOHN FORBES HERNIMAN, were he as foolish as Calligula or as false as King John, is surely entitled to a Diriton's boasted privilege—fairplay; and Mr. W. H. MAONAT has certainly had sufficient experience in the affairs of government to enable him to dispense with the gratuitous and somewhat patronizing style of advocacy adopted by the Chairman of the Chamber of Commerce.

It is with some regret that we find it necessary to criticize unsparingly Mr. JOHNSON'S probably well meant labors in the cause of progress. The honourable member's intentions, we would fain believe, are for the best, and we therefore deplore that the liberal ideas of a gentleman of such high position, possessing so much local power for good or evil, and who, moreover, is gifted with no ordinary abilities, should be so warped by what we are disposed to consider, uncharitable prejudices. But for the unfortunate disputes with the late head of the government it may be safely assumed that the liberal and progressive views of the resident chief of the greatest mercantile house ever known in the Far East would long ere now have made themselves manifest in our public affairs. Without entering again into the notorious differences between Mr. JOHNSON and His Excellency, we venture to think that the time has now arrived when the disagreeable topic may profitably be relegated, with many other similar scandals, into merited obscurity; at least we may justly claim that what were after all personal squabbles shall have no further influence in the conduct of our public affairs. If Mr. BULKLEY JOHNSON will only use his influence and ability in achieving certain aims for the welfare of Hongkong, shadowed forth in his speech at the City Hall the other day, he will quickly win the confidence and approval of the community, which his predecessor, Mr. W. K. KSWICK, so fully and deservedly possessed when he left the Colony. It is the mark of a great mind to be firm in matters of real weight and importance, and of a weak mind to be inflexible in little things. Mr. JOHNSON'S mental calibre will be safely gauged by his future political course.

TELEGRAMS.

LONDON, March 16th.
SUSPECTED FENIAN OUTRAGE IN LONDON.

A terrible explosion of dynamite occurred, during last night at the Local Government Board, wrecking the offices. No one was injured, and it is supposed to be a Fenian outrage.

LOCAL AND GENERAL.

CHARLES ROBINSON, just called to the bar, told Charles Lamb exultingly that he was retained in a cause in the King's Bench. "Ah," said Lamb, "first great cause, least understood."

AN extraordinary meeting of the members of the Shanghai Race Club will take place at the Shanghai Club, on Friday, the 23rd instant, at 6 p.m.; when the following proposition will be brought forward—"That the scale of weights be raised four pounds."

We read in an Australian paper that James Dalhunny, a Christchurch man, was recently shot at by his wife, but the ball lodged in the family bible, which he was carrying in his breast pocket. There ought to be a beautiful moral sticking out just here, but the awful fact is that James had been "on a tear" for three weeks, and was carrying "Bible's bulwark" off to the pawnshop, when his loving spouse drew a bead on him.

At last we have the true secret of Mr. Gladstone's illness. That wondrous journal, the *Lancet*, tells us that the Premier's "sleeplessness" ought rather to be described as "wakefulness," that being a better definition of his "pathological or physiological condition," a very simple state of affairs in which "the hypothesis of cerebral anemia" is erroneous, seeing that it is the "vascular system," in which a change involving "contraction of the arterioles must occur" that is at fault. "We had better stop here, or we may get tired."

The *Bulletin* observes that when two or three church choirs joined together recently, and gave "Eve, a Service of Sacred Song," in the Cambridge School of Arts, there was a preface given by Ridge's Circus the same night, about 200 yards away. Neither had a very large attendance, but of course the circus had rather the bulge; whereupon the chairman of the "Eve" racket remarked that, had it not been for the other arrangement (meaning the circus), they would have had a full house. But what the circus man thought of the "Eve arrangement" is not told.

The urbane Mr. Healy, says a writer in the *Overland Mail*, is a man of considerable science and resource. He has chosen to go to prison, which he knows will be a capital thing for himself, and he has resigned his seat for Westford, which will be a capital thing for his party. The crown of martyrdom, or what counts for such in Ireland, is, as Mr. Healy very well knows, the only thing which is wanting to make him a dangerous rival of Mr. Parnell; and while from his not very uncomfortable cell, he can nominate a new member for his old seat, he can depend with tolerable certainty upon invitations from half a dozen other constituencies as soon as he becomes a free man again.

The following paragraph appears in a recent issue of the Shanghai *Mercury*—The *Hongkong Telegraph* of March 6th writes "Messrs. Jardine, Matheson & Co., agents for the Associated Wharves, have, according to the Shanghai *Mercury*, long had their eye on the Sailors' Home with a view to purchasing it." The statement was made by the Shanghai *Centinel*. No similar paragraph ever appeared in the *Mercury*, and we beg leave to request the *Telegraph* to correct the error. We never undertook to tell our readers what we thought anybody had an eye on with a view to buying.

A CORRESPONDENT points out that the interesting lecture (7) on "The Superstitions and Customs of the Chinese" delivered by Mr. P. H. Emanuel to the Portsea Jewish Literary and Debating Society, alluded to and detailed in our leading article in Saturday's *Telegraph*, is taken word for word from Dr. Denny's "Folk-lore of China." Our correspondent is quite correct. We fancied there was something familiar in Mr. Emanuel's so-called "personal experiences," and therefore took the trouble to hunt up Dr. Denny's well known book, where, as we fully expected, the source of the ex-reporter's inspiration at once became apparent. Mr. Emanuel must surely have obtained his peculiar method of dealing with the original ideas and labors of other men, that is, palming them off as his own, from his connection as a reporter with our maudlin morning contemporary. However, the great mistake this latest authority on China and the Chinese made was in sending his "hash" to the *London and China Express*. We really cannot understand how an acute character like "Phineas" could have acted so much like a No. 1 donkey.

The following obituary notice appears in an Indian contemporary—"We are extremely sorry to record the death of the late Rev. Mr. S. Gindil, the Chief Rabbi of the Jewish Community in Bombay. He held the office of the Hagan at the Byculla Synagogue for more than thirty years, during which period he uninterruptedly discharged his duties to the entire satisfaction of his congregation. His piety and earnestness in his work have earned for him the high reputation and esteem of all the Jewish community. He was very liberal minded and always took notice of his poor brethren. He was well known for his quiet and peaceful disposition. We remember him advising our co-religionists to live peacefully. He was always present when invited at the circumcision and marriage ceremonies. He took a delight in performing the religious rites as every Hagan should do. During his short illness he was duly visited by Lady Sassoon, the Honourable Solomon David Sassoon and other wealthy members of the Sassoon family. The latest of the doctors treated him, but it was the will of God to deprive us of a Rabbi whose place is very difficult to fill up. God has taken away the most beloved Rabbi to enjoy everlasting happiness. This Rabbi was a great advocate of Judaism. His death is lamented by all who knew him. His age at the time of his death was 58 years. In person the deceased was very stout, tall in stature, and possessed a commanding voice. He was well versed in the Hebrew language." Mr. Gindil breathed his last on the 13th February at 7 p.m. We sincerely condole with Mrs. Gindil and the whole family for the loss they have sustained by the removal from their circle of one who was so greatly respected and esteemed by all the Jews in Bombay.

FROM an article headed "The Press in the Far East" in the Shanghai *Centinel* of the 14th inst. we extract the following practical observations, which we heartily endorse, and earnestly commend to the notice of our local "leaders of public opinion"—At home, Journalism is strictly anonymous. This circumstance has its advantages as well as its disadvantages. It prevents a writer from becoming known and his merits being recognised as soon as otherwise might be the case; but at the same time it often shields him from unpleasant consequences. No journalist, who has any respect for his profession, cares to give a stab in the dark or would willingly be guilty of one; but in the path of duty he has frequently to administer censure that is not always well received, however, well deserved it may be. As long as he has the truth on his side, as long as he expresses himself boldly, clearly, and honestly, no useful purpose would be served, and no weight added to his assertions or opinions by disclosing his name. At home journalists have to comment on the actions of public men whom they may never have even seen; they can therefore do so as unobtrusively as they please, well knowing that beyond the precincts of the office of the paper the name of the author of any particular article is unknown or never known. Here, the case is altogether different. Our readers and public are known by sight to every one and are, at least, say terms with those who are responsible for the policy of a paper. The editorial staff of our local journals being limited, it is next to impossible for the writer of any particular article to conceal his identity. Such being the case, journalists in the East have their disadvantages. Let a journalist venture to express his mind freely and to call things by their right names, and the odds are that he is either threatened with actions for libel or else gets a host of peremptory orders to stop my paper. From this attitude individuals whose corns he has metaphorically trodden upon, all this tends to curtail the liberty of the Press almost as much as if most stringent laws were in force; hence, the timid, sulky, and apologetic tone in which the utterances of the Press have been couched in this part of the world. By this means subscription lists may be kept up; but the policy is bad and it has been combated. That feeling of independence which ought to be the distinguishing characteristic of every British journalist is sacrificed, and the cowardly time-server, merely desirous of the courage of his convictions, if they have any, surrenders at all, which is an error and a loss to the community.

JAMES KONO, hailing from the Emerald Isle, a seaman, was up before Mr. Woodhouse this morning on a charge of being drunk and incapable yesterday. The worthy justice admitted the offence, and was let off on payment of a fine of fifty cents.

The *British Trade Journal* says that a Sheffield firm were recently puzzled to make out to what use the Americans could put a certain class of razors which they exported in considerable quantities. Razors are usually bought for shaving, but this article could no more shave a man's beard than could a brick. After inquiring, they ascertained that the article was used for "razor fights" among the New York negroes. When a debate was wanted they whip out the razor, swing back the blade, against the hair, and go to work to slice a man's face into chips. Such is the story. In South America razors are used for cutting sugar-canes. The juice destroys the weapon after a day's work, and the cutter throws it away, beginning with a fresh razor next morning. Hence the enormous consumption.

RUBINO ARQUISA, a fireman on board the Spanish steamer *Atalaya*, had his pocket picked yesterday in Queen's Road Central, of a silver watch by Tung Achong, a member of the light guard, who was on duty. The Chinese took to his heels after collaring the clock, and while bounding along, followed by the Filipino, thought of dropping the time-piece, doubting with a view of retaining it for it at his leisure. Rubino, a married lady, who happened to witness the race and the dropping of the watch while she was walking in the same direction, saved the pick-pocket the trouble of making a return journey by picking up the chronometer and handing it over to the police. Rubino eventually succeeded in overtaking the watch grabbing joker but to his utter surprise, he found that the watch was gone, although he scrupulously searched the man all over. Being astonished at not finding the missing watch, Rubino concluded that he had gone to the wrong man, or else that the runner had a rather wide and very easy guttural access and had swallowed the watch. He was delighted, however, at regaining his watch from Mr. Woodhouse this morning, and was wondering how it had found its way to that gentleman's desk when his surprise was relieved by the evidence of the lady, who had picked the article up, and who identified the prisoner as being the pursued member and dropper of the watch. The prisoner said he was only promenade the side walk when arrested and charged with the theft of the watch, but as the evidence was all the other way, Mr. Woodhouse sent him into three months' reformatory with hard labor, thrown in, thus giving him ample time to ruminate on the folly of playing practical jokes with the property of others.

A FAREWELL PERFORMANCE AT THE CITY HALL.

As we predicted in our issue of Saturday afternoon, the largest audience of the very successful season, which the price of *brilliant gladiators*, Herr Haselmayer, has had in Hongkong, patronised his last performance. The whole of the available seats were filled, and the back part of the theatre was literally crammed with spectators, many of whom were contented with scanty standing room. We have been at most of the performances given in the City Hall for several years past, and have never previously seen this ground floor so well filled as it was on Saturday evening last. When we take into consideration the fact that a number of people were unable to obtain admission to the performance for lack of room to accommodate them, it speaks volumes for the readiness of the Hongkong community to support genuine talent, and it is much to the credit of Herr Haselmayer that his performances have been so well supported throughout. After the failure of the late Italian Opera Company to attract paying audiences, and the poor support accorded to "Trompettens" and his wretchedly miserable crowd of *searowes*, an *adieu* was gaining ground that Hongkong was "full up" of *show*, and was a place to be shunned by caterers for the amusement of the public. Herr Haselmayer has done much to completely dispel that *blatant*, and his successful season will probably induce the promoters of time and dramatic concert companies to pay a visit and help to break the dull monotony of the long and wearisome summer which is now so near at hand. After all we have previously written respecting the performances of *brilliant gladiators*, it would be useless to enter fully into the details of his general performance. The various stunts were performed in a most admirable manner, and with much applause. We must give a special *bonjour* to the Professor for his feat of the *Grand Danse* by *searowes*. The *dollar* producing from this feat, which was the magic wand, and the *brilliant gladiators* articles of dress of the audience, combined with the brilliant display of the *searowes* of the evening, and was really a most enthusiastic. We are, however, not the *brilliant gladiators* in any of the *searowes* of the *brilliant gladiators*. Herr Haselmayer's season in Hongkong was a most successful one, and we are glad to see that he has been so well supported throughout. We are, however, not the *brilliant gladiators* in any of the *searowes* of the *brilliant gladiators*. Herr Haselmayer's season in Hongkong was a most successful one, and we are glad to see that he has been so well supported throughout.

CRICKET.

IRELAND v. THE WORLD.

St. Patrick's Day was selected for the third trial of strength between teams representing the above named interests, and a start was made shortly after noon, the Irish players taking the first innings. As in the two previous matches each side had scored a win, a good deal of interest was displayed as to the result of the rubber, although it was generally conceded that the World was but indifferently represented. Travers and Rice were the first pair of batsmen, Van Buren and Shepherd leading off the attack. Travers opened his shoulders to the first ball sent down by the underhand trundler, scoring a brace, and despatched the second delivery for three, his colleague making a single off the last ball of the over. Shepherd's third ball Travers drove for three, and served the first ball of Van Buren's second over in similar fashion. With twelve runs from two overs the underhands were rather too expensive, and Tomkins superseded the base-ball "crack." Still runs came freely and the telegraph board showed 29 when the new bowler rattled down the left hander's stumps, and with the addition of only four runs both Travers and Hodder were sent back by the same hand. Travers' 20 was composed of five threes, a two and a single. Hynes and G. S. Coxon made a good stand, the younger player especially batting in capital form. Hynes was bowled by D'Aeth with the score at 52, McMunn taking the vacant wicket, but he failed to stay and his successor, Wolsley, was only credited with three runs when Shepherd succeeded in getting one past his bat. Holiday hit hard during his short stay, Coxon meanwhile knocking the bowling with perfect impartiality all over the field. Hedley's old fashioned lobs were tried as a last resource after the fast bowlers had got considerably demoralised, and the change proved a most effective one, as Holiday was smartly "c and b" in the "Stumper's" first over, and both Lloyd and Coxon fell victims to the slow-clean bowled. The innings closed for the very respectable total, considering the state of the ground, of 135 runs, which included 8 extras. Coxon's 48 was made up of nine threes, five twos and a single—one of the best innings this promising batsman has yet played in Hongkong. Hedley's bowling average showed up well with 3 wickets for 14 runs, Tomkins accounting for the same number of victims at an outlay of 17 runs. D'Aeth had two for 31 and Shepherd one for 53.

D'Aeth and Hedley commenced business for "The World," Rice and Travers opening the bowling. Cautious play was the order of the day at first, and it soon became apparent that both trundlers were dead "on the spot." In Rice's second over D'Aeth sent the third ball to the boundary for three, Hedley immediately afterwards driving Travers for a quartette. With the score at 23 Hedley sent one from Rice into the hands of McMunn at mid off, having put 14 together in his usual slashing style. With the addition of another run, Hynes, who had taken the ball from Travers, drove Stuart on to his wicket, and Rice immediately afterwards bowled Grove, both the last named players having failed to score. Shepherd was the next to come and go, as after D'Aeth had punished Hynes' third over to the tune of 14 runs—two fours and a six—he fell a victim to a combination of Rice and Travers, and retired without troubling the scorers. Four for 53. When Hunter-Blair joined D'Aeth, Travers resumed bowling at his old end, and with such effect that the innings was finished in double quick time. With three consecutive balls Hunter-Blair, Farquhar and Tomkins were disposed of, the score then standing at 52 for 8 wickets. Gordon was unluckily run out, and Rice accounted for D'Aeth and Van Buren in consecutive overs, the innings closing for 59 runs. Rice took 5 wickets for 16 runs, Travers 3 for 22, and Hynes one for 15. Being in a minority of 6, a follow-on was necessary when a much better display of batting was exhibited. At gun fire the World had in their second essay totalled 86 for the loss of 7 wickets. Hedley, 22, Gordon 22, and D'Aeth 12, headed the list. Hynes was most successful with the ball accounting for five wickets at an outlay of 16 runs, thus rivaling Rice's fine performance in the first innings. The match thus ended in favor of the Irish by 76 runs on the first innings.

We append full scores:—

IRELAND.	
Mr. H. O. Rice, 1st Innings	0
Mr. A. C. Hynes, 1st Innings	0
Mr. G. S. Coxon, 1st Innings	48
Mr. H. O. Rice, 2nd Innings	14
Mr. A. C. Hynes, 2nd Innings	14
Mr. G. S. Coxon, 2nd Innings	15
Mr. H. O. Rice, 3rd Innings	14
Mr. A. C. Hynes, 3rd Innings	14
Mr. G. S. Coxon, 3rd Innings	15
Mr. H. O. Rice, 4th Innings	14
Mr. A. C. Hynes, 4th Innings	14
Mr. G. S. Coxon, 4th Innings	15

THE WORLD.	
Mr. H. O. Rice, 1st Innings	0
Mr. A. C. Hynes, 1st Innings	0
Mr. G. S. Coxon, 1st Innings	48
Mr. H. O. Rice, 2nd Innings	14
Mr. A. C. Hynes, 2nd Innings	14
Mr. G. S. Coxon, 2nd Innings	15
Mr. H. O. Rice, 3rd Innings	14
Mr. A. C. Hynes, 3rd Innings	14
Mr. G. S. Coxon, 3rd Innings	15
Mr. H. O. Rice, 4th Innings	14
Mr. A. C. Hynes, 4th Innings	14
Mr. G. S. Coxon, 4th Innings	15

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

LETTER OF THANKS.

SIR, On the 17th of March, 1883, I beg to thank you for the kind and generous reception they have given to our entertainments and the almost universal kindness with which we, comparative strangers to the place, have been received by the people with whom we have been brought in contact.

We cannot but feel deeply indebted to our patrons for their presence at our entertainments and their kind and generous reception they have given to our entertainments and the almost universal kindness with which we, comparative strangers to the place, have been received by the people with whom we have been brought in contact.

Yours faithfully,
PROFESSOR AND MADAME HASELMAYER.

FOOCHOW.

On Friday last it was reported at the "Anchorage" that a junk, laden with salt, lay water-logged and abandoned, out at the "White Dogs." One of the Chinese steamboats went out immediately to her assistance, and towed the vessel into Pagoda Harbour on Sunday morning.

On Saturday morning last a maofo, belonging to the Ewo Stable, whilst exercising a griffin, was thrown, and sustained a bad fracture of the thigh. Dr. Rennie was quickly on the spot, and attended to the unfortunate sufferer who, we understand, is progressing favourably under medical treatment.

An accident resulting in the loss of seven lives, occurred on the river, opposite the Ice House on Saturday afternoon last the 3rd instant. About three o'clock in the afternoon the steam launch, *Tai Wan*, ran into a Chinese passenger boat which was completing its passage from Pagoda Anchorage. The latter sank almost directly after the collision.

We learn from Pagoda that the schooner *Spartan* went out recently with a view to commencing diving operations upon the steamship *Colin*. Receiving news, however, of the loss of the *Ashuelot*, the *Spartan* proceeded to the wreck of the latter vessel. We understand that when the *Ashuelot* was wrecked she had about \$18,000 on board, which was intended for disbursement as wages to her own, and two other U. S. naval vessels' crews.

In a recent article, we expatiated upon the subject of tonnage dues being required upon the ordinary cargo boats plying between Foochow and Pagoda Anchorage. We are now pleased to find that a distinction has been drawn, by the local authorities, between cargo boats and ferries, which abolishes charges of the former, from such taxation. The term "cargo boat" is now defined as a vessel used in conveying merchandise between Treaty ports, and not lighters used for the purpose of loading or unloading ships within the port itself. This is undoubtedly the proper construction to be put upon the Treaty, the framers of which evidently never intended it to extend to the above named class of boats.

The port of Qwan Tao has ever held the relative position to Foochow as a kind of Billingsgate, and accordingly shunned by foreigners, who naturally presume that the occupation of the natives condemns it as a place to be avoided. By a recent visit we have been undeceived regarding this malignant locality which, in comparison with Pagoda Anchorage, is a little paradise. The main street, although similar in narrowness to our own, is better laid out, can boast of more substantial buildings, and superior shops; whilst for cleanliness, it contrasts very favourably with either the City of Foochow, or the port of Pagoda. Scenery alone should be sufficient inducement for foreigners en route to the favourite resort, Sharp Peak, to call in en passant, and such a visit would be well repaid.

—Herold.

SHANGHAI.

His Excellency Li, Governor of the Cheb-kiang Province, arrived from Tientsin by the *Hagan* last night, the 18th inst.

When the *Hagan* arrived at Tientsin, the guns at the Viceroy's garden were fired, in honour of her being the first vessel to open the trade this year. All the foreigners turned out as did many of the natives to welcome her, while the cracker firing was deafening.

It is rumored that the lately imported Police Sergeants are dissatisfied with their present condition in the Municipal Force. They have more to do here than in Hongkong, and although they get more pay here, their expenses are heavier. Besides this, the officers joined under the impression that they would be legally entitled to a gratuity, and now that the Council are endeavoring to do away with it, they are still further dissatisfied. For a pension would take years to be worth anything, whereas the gratuity would be due in five years, and would be a nice little sum for a man to start a small business at home with.

The grass course was opened this morning, March 12th, for the first time this season. A number of griffins were being exercised, and doing quarters; the course was very fast to judge by the time-keepers. The attendance was rather numerous and somewhat early, since the residents in the Settlement were generally aroused from their dreams by the thunder of salutes to the Viceroy, who started to go to Paoshan just before dawn.

Tao Kung Pao, the Viceroy of the Liang Kiang, sent a message to the Consul that they must come before noon yesterday if they wanted to see him. The Consul enquired about return visits and were informed that Tao had no time to do more than send his cards in return; so we presume none of the Consuls went to the Arsenal to visit the Viceroy. This morning, His Excellency passed down the river on his way to Paoshan just before daylight, and gave everybody a chance of early rising, owing to the noise of the guns firing salutes in his honour.

The steamship *Pauline*, Captain Patterson, arrived here on Sunday from Tientsin. She had been frozen in on the Peiho from the 24th December to the 6th March. When leaving Tientsin on the former date, a north-west gale was blowing which had the effect of decreasing the depth of water in the river, and the *Pauline* stuck on the mud. The *El Dorado* had left an hour or two before her, but had more water and got further down the river, but both vessels were frozen in. However, with great difficulty and much labour in cutting the ice, the *El Dorado* got free. The *Pauline* was doomed to winter in the Peiho. The greatest thickness of ice alongside the ship during the winter was 26 inches. A large quantity of snow fell the heaviest fall in one day being 12 inches. At the beginning of this month, when the ice broke up, she went back to Tientsin and took in more cargo and a large amount of treasure, and then started on her voyage to Shanghai. They had to cut through about two miles of ice, before reaching Taku bar. The *Hagan*, the first of the shipping steameders had also to cut through about two miles of ice, and when the *Pauline* and *Hagan* passed, the *Pauline* had the benefit of the *Hagan's* clearing, while the *Hagan*, the *Wanchang* and the *Chunghing* inward bound, had the benefit of the track made by the *Pauline*. Passing through the rough blocks of ice extended for seven miles. Captain Patterson, the popular commander of the *Pauline*, received a hearty welcome from his numerous friends on his return to Shanghai.

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co.'s Barometer.)	
Barometer, 1st March	30.0
Barometer, 2nd March	30.1
Barometer, 3rd March	30.2
Barometer, 4th March	30.3
Barometer, 5th March	30.4
Barometer, 6th March	30.5
Barometer, 7th March	30.6
Barometer, 8th March	30.7
Barometer, 9th March	30.8
Barometer, 10th March	30.9
Barometer, 11th March	31.0
Barometer, 12th March	31.1
Barometer, 13th March	31.2
Barometer, 14th March	31.3
Barometer, 15th March	31.4
Barometer, 16th March	31.5
Barometer, 17th March	31.6
Barometer, 18th March	31.7
Barometer, 19th March	31.8
Barometer, 20th March	31.9
Barometer, 21st March	32.0
Barometer, 22nd March	32.1
Barometer, 23rd March	32.2
Barometer, 24th March	32.3
Barometer, 25th March	32.4
Barometer, 26th March	32.5
Barometer, 27th March	32.6
Barometer, 28th March	32.7
Barometer, 29th March	32.8
Barometer, 30th March	32.9
Barometer, 31st March	33.0

SHANGHAI RACE CLUB.

The annual meeting of members of the Shanghai Race Club was held at the Shanghai Club yesterday afternoon (March 12th) at 5.30—Present Messrs. G. W. Coutts (Chairman), H. de Courcy Forbes, F. H. Bell, W. Patterson, A. McLeod, and E. G. Low, Stewards; Barnes Dallas (Secy.) & C. C.; and Wintle, Hunter, Townsend, Rivington, Anton, Myburgh, Nickels, Brandt, Dodwell, Limby, Reid, Goetz, Rohde, Wainwright, Sachan, Rugg, Deurnann, Daniel, Bort, Ashley, Rawson, Eckel, Gessell, Gove, Meyer, Sharp, Sylva, Lucas, Veltch, Dunman, W. Mendel, Davy, Reynell, Moore, Rutledge, Morris, Albert, Halton, E. H. Gore-Booth, Steinmetz, Letchford, Wade, Schuffenhauer, Nicholson, Brand, Bidwell, and others.

The Chairman, in moving that the accounts be passed, said they seemed to him to be very satisfactory. The debt incurred in building stables had been paid off, the receipts were about the average, and the number of new members was increasing every year, so that their position was entirely satisfactory. The expenses were rather heavier than in previous years, which was accounted for by the work on the inside course, and the fact that they were training earlier and later than in previous years, an excess of about two months, which required an additional expenditure for coals and ponies. The balance was about the same as last year, but they were 11s. 1000 better off, as they had paid off the debt on the stables. He then proposed "That the accounts as rendered be passed."

Mr. H. de Courcy Forbes seconded, and the resolution was unanimously agreed to.

The Chairman then said the next business was to ballot for the election of Stewards. The ballot resulted in the election of Messrs. W. Patterson, St. C. Michaelson, H. de Courcy Forbes, A. McLeod, J. M. Ringer, A. Myburgh, and E. O. Arbutnot.

Mr. Forbes then said he had a proposal to bring before the meeting—to alter the weights of the Derby. There had been a good deal of diversity of opinion on the subject among the stewards, and he thought an expression of opinion on the part of the meeting would be desirable. It was one of the most important races of the meeting, and it was strange that it should be almost the same as catch weights. It made a handicap in which the larger ponies had an undue advantage to the exclusion of smaller ponies. It was an important griffin race, as it was the first where griffins met over a long distance; and he thought the fairest plan would be to place the Derby on the same basis as other races. He proposed—"That the weights for the Derby be changed into weight for inches, as per scale."

Mr. A. Veitch seconded, and the Derby was the only race in which the small ponies were brought into competition with the others on equal terms, and it served to show what the little ponies could do against the big ones.

Mr. Forbes said the Derby was certainly the only race in which the little pony had to give the big one about a stone weight.

The Chairman thought the present plan worked very well, and it would be much better to leave the matter alone.

Mr. Ashley said at the last Derby only one griffin of 12th. 3in. was entered, although there were six 12.3 griffins at the meeting. If they had weight for inches more would be entered.

The Chairman then put the resolution to the meeting, remarking that for his own part he was dead against it.

The motion was carried by a large majority. Mr. Patterson said he had a proposal to bring forward which he thought would promote sport. He thought it would be a great improvement if they were to adopt the Hongkong scale, and instead of beginning at 12.3, they should begin at 12.0. This would thus allow men to come in to ride big ponies who were at present obliged to stand aside. He proposed that by-law XII be altered as follows—

"The weight for ponies shall be 12st for 12 hands, with an increase of 3lbs. per inch over 12."

Mr. A. Veitch seconded the motion.

Mr. S. Reynell, in opposing the motion, said that hitherto they had had very good races. There were only three or four men who had to ride down to the present weight, whereas there were a dozen who could ride without—and very good riding men too.

The Chairman—Can they ride? (Laughter.) Mr. Reynell said that in Hongkong they raised the weights simply because they could not get light men; but in Shanghai they could get them. He thought the light-weight men would be handicapped if Mr. Patterson's motion were carried, as the heavy-weight men were generally much better mounted. The present system worked very well, and he proposed as an amendment that the rule should remain as it was.

Mr. V. Wintle seconded Mr. Reynell's proposal. He said he had made calculations of the Shanghai Stakes at the last Autumn meeting, where there were 83 ponies entered; he found that the average height of the China pony was 13hds. 1in., which meant that they were to carry 12st. 11lb.; and there were only four riders who could not ride that weight—Messrs. Nickels, Brandt, Hutchings, and Bidwell—while there were 15 who could.

Mr. Nickels—Yes, but how about the training club? They would have to starve for a month! (Laughter.) You can drink champagne and I can't. (Roars of laughter.)

The Chairman ruled that Mr. Reynell's proposition could not be put as an amendment, as it was a direct negative. He put Mr. Patterson's motion to the meeting, and on a show of hands the numbers on each side appeared to be about equal. A division was accordingly taken, the "ayes" ranging themselves on the Chairman's right, and the "noes" on his left. The heads were counted, and the resolution was declared to be lost by a majority of 10, there being 27 for the motion and 37 against it.

Mr. Myburgh said he would propose a resolution to the effect that the stakes should be paid on the Monday following the last day of the races. He said that hitherto there had sometimes been an interval of two and three weeks between the last day of the races and the day on which the stakes were paid. There was no reason whatever for this, as the money out of which the stakes were paid was collected, and could be paid on the Monday after the races. He believed in England the stakes were paid on the next day after the races, and in Hongkong they were paid on a fixed day, which was known as settling day.

Mr. Nickels seconded the motion.

The Chairman thought that after this expression of opinion the matter might be left to the Stewards without their passing a formal resolution on the subject.

Mr. Forbes said that at the time of the last meeting his Secretary, Mr. Dallas, was ill; he had the delay in payment.

Mr. Myburgh said that he was aware of that, but he thought the meeting had been delayed for two and three weeks. There had been many complaints on the subject, and he had therefore brought the matter forward. He thought it would be better to pass a resolution on the subject.

The Chairman said he was sure the fact of Mr. Myburgh's having brought the matter forward was sufficient without their passing a formal resolution on the subject.

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CHEFOO.

[FROM OUR CORRESPONDENT.]

March 10th, 1883.
The steamer *Pechili* arrived from Nagasaki on Monday night, reporting two steamers passing her off Eddy Island at 8 p.m. on the 5th instant; undoubtedly they were both racing to Tientsin.

The steamer *Sin Anusang* arrived from Shanghai on the 6th inst. at 11 a.m., being detained outside by dense fog for several hours.

Admiral Ting and Captain Lang left with a fleet of 10 gunboats for Tientsin on the 7th.

The hull of the German brig *Peter* was being sold at public auction on the 6th to Mr. Fuller for \$1350; she will be broken up; the rigging etc. realized \$1400.

The *Pauline*, the first steamer from Tientsin, arrived yesterday, reporting the river still pretty full of ice; the S.S. *Hagan* won the race, beating the *Wanchang* by 20 minutes.

Li Hung-chang will go on leave to bury his mother in April.

Mr. von Mollendorff, with two Korean Ministers and suite, passed here yesterday in the steamer *El Dorado*, en route to Tientsin. The Korean ports will probably not be opened before June.

Vessels in Harbour—Steamers *Tientsin* and *Chang-chow* loading for Swatow. German *Albatross* and British *Charles* loading for Amoy. German ship *Jade* loading for Swatow. German *Albatross* and *Jade* sailing.

TIENTSIN.

[FROM OUR CORRESPONDENT.]

March 3rd.
The ice from the Chinese city to Tientsin bend, is gone, but there is a block there.

On the 1st instant, His Excellency Li Hung-chang, the Customs Tao-tai, and Mr. Ng Choy paid return New Year Visits to those who called personally he returned their visits personally, but to those who sent cards he merely sent his card.

On the 22nd ult., the Korean Ambassador arrived via Shanghai Kwan, and had an audience with His Excellency Li Hung-chang on the 23rd, and had an audience with the Customs Tao-tai on the following day. He informed them that the King of Korea had sent one of his uncles by the name of Li to plead for the release of his father's comfort. On the 28th ult. Prince Li arrived and on the 1st inst. he had an interview with His Excellency Li. The Prince left on the 2nd for Pao Ting-fong, and the Ambassador left the same day for Peking to hand the letters from the King of Korea to His Imperial Majesty the Emperor of China.

From Newchwang I learn that Mr. Dillon left for the Amoy on the 3rd ult. he having failed to come to any arrangement with the Tao-tai.

The manager of the Kaiping Mines, and the son of the manager of the Powder Works here, left a few days ago for Peking, to consider with the seventh Prince the scheme of working the Tzu Tin Coal Mine and the making of the railroad to Peking, and a branch line to the New Arsenal, so that the coal should be conveyed by rail, instead of by camels, which would make it much cheaper. It could also be used for conveying tea. The owners of camels are to be allowed to take shares in the railroad and Mining Company. The capital required for the railroad is estimated at \$10,000,000. It is said that the sanction of His Imperial Highness has been obtained.

March 10th.
The U.S. war vessel *Albatross* has left for the Amoy to deliver the 15th for Japan.

It is said that an official named Yang, who left for Peking, is the bearer of a letter from the Emperor forwarded to Li Hung-chang to the King of Annam, requesting him in all haste to come to Peking. This letter is to be delivered in Shanghai to somebody else, who it is surmised is Ma Kien-tching, who is to go with it to Annam; it is very likely it may be to Ma Tao-tai as his friend expected him here per first steamer, now they say he may be here by March 18th. The Chinese are discussing freely the subject of the railroad scheme of the Seventh Prince, which has been arranged by Messrs. Shui and Wei. This may be one of the reasons for Mr. Tong King Sing coming here and for selling as far as he could his Kaiping Mine shares; the investment in railroads will no doubt be more profitable than in the Kaiping Mines, the Chinese here say.

Our community has again assumed a busy aspect again. A gunboat is reported at the outer anchorage of Chefoo.

There has been a meeting of all the residents next that the rule should remain as it was.

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Intimations.

F. BLACKHEAD & CO.

SHIPCHANDLERS, STORE-KEEPERS

AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL.

HAVE RECEIVED EX LATEST ARRIVALS.

AMERICAN CAST STEEL SHOVELS.

PICKS.

AXES.

HATCHETS.

ENGINEERS' & HOUSEHOLD HAMMERS.

PATENT BIT-BRACES.

AUGER-BITS.

D R I L L S.

GIMBLETS.

SQUARES.

PATENT BRASS PADLOCKS & CHEST LOCKS.

Mrs. POTT'S PATENT SADRONS.

COOKING STOVES.

FAIRBANKS' SCALES.

FORCE PUMPS

Commercial.

THIS DAY.

Not a single transaction in the Share Market has come under our notice this morning, but some important changes in the share list require to be noted. Banks are offering at 190 per cent. premium for the end of the month. Union Insurances and China Traders' shares have both sprung from \$2100 per share to \$2200, without inducing holders to come to terms. Docks are slightly improved and are wanted at quotation. Indo-China S. N. Co.'s shares have improved, offers to buy at 4 dis. an improvement of 6 per cent. not being responded to. Hongkong and China Bakery shares are now in demand at \$75 per share. Nothing else requires special mention.

4 o'clock p.m.

Business still continues dull in the Share Market, the transactions being few and unimportant. A few Bank shares have changed hands at 192 per cent. premium for the end of April. Luzons have been dealt in at \$109 for the end of the month, and 111 and 112 for the end of May. Nothing else came under our notice.

SHARES.

Hongkong and Shanghai Bank—Ex New Issue 153 per cent. premium, ex div.
 Hongkong and Shanghai Bank—New Issue 151 per cent. premium—nominal.
 Union Insurance Society of Canton—\$2,200 per share, buyers.
 China Traders' Insurance Company—\$2,200 per share, buyers.
 North China Insurance—Tis. 1,500 per share.
 Canton Insurance Company, Limited—\$135 per share, buyers.
 Yangtze Insurance Association—Tis. 880 per share, buyers.
 Chinese Insurance Company—\$208 per share, buyers.
 On Tai Insurance Company, Limited—Tis. 150 per share.
 Hongkong Fire Insurance Company—\$1,350 per share, sellers.
 China Fire Insurance Company—\$360 per share, ex div., buyers.
 Hongkong and Whampoa Dock Company—57 per cent. premium ex div. buyers.
 Hongkong, Canton, and Macao Steamboat Co. \$30 per share, premium.
 China and Manila Steam Ship Company—115 per share, buyers.
 Hongkong Gas Company—\$30 per share, buyers.
 Hongkong Hotel Company—\$155 per share, buyers.
 Indo-China Steam Navigation Company, Limited—4 per cent. dis., buyers.
 China Sugar Refining Company, Limited—\$207 per share.
 China Sugar Refining Company (Debtures)—3 per cent. premium.
 Luzon Sugar Refining Company, Limited—\$108 per share.
 Hongkong Ice Company—\$170 per share, ex div. sellers.
 Hongkong and China Bakery Company, Limited—\$75 per share, buyers.
 Chinese Imperial Loan of 1878—11 per cent. prem. ex int.
 Chinese Imperial Loan of 1881—21 per cent. prem.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/7
 Bank Bills, on demand 3/7
 Bank Bills, at 30 days' sight 3/7
 Bank Bills, at 4 months' sight 3/8
 Credits, at 4 months' sight 3/8
 Documentary Bills, at 4 months' sight 3/8
 ON PARIS.—Bank, T. T. 4/6
 Bank Bills, on demand 4/6
 Bank Bills, at 30 days' sight 4/6
 Bank Bills, at 4 months' sight 4/6
 Credits, at 4 months' sight 4/6
 Documentary Bills, at 4 months' sight 4/6
 ON CALCUTTA.—Bank, T. T. 221
 Bank Bills, on demand 221
 Bank Bills, at 30 days' sight 221
 Bank Bills, at 4 months' sight 221
 Credits, at 4 months' sight 221
 Documentary Bills, at 4 months' sight 221
 ON SHANGHAI.—Bank, T. T. 721
 Bank Bills, on demand 721
 Bank Bills, at 30 days' sight 721
 Bank Bills, at 4 months' sight 721
 Credits, at 4 months' sight 721
 Documentary Bills, at 4 months' sight 721

OPIMUM MARKET.—THIS DAY.

NEW MALWA.....per picul, \$530
 (Allowance, Tals 64.)
 OLD MALWA.....per picul, \$555
 (Allowance, Tals 24.)
 NEW PATNA (first choice) per chest, \$582
 NEW PATNA (second) per chest, \$570
 NEW PATNA (without choice) per chest, \$575
 NEW PATNA (bottom) per chest, \$574
 OLD BENARES.....per chest, \$592
 OLD BENARES.....per chest, \$575
 NEW PERSIAN.....per chest, \$570
 OLD PERSIAN.....per picul, \$390
 (Allowance, Tals.)

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.											
BAROMETER.	HONGKONG.	AMOI.	SHANGHAI.	MANILA.	YOKOHAMA.	SEIYO.	YAMAGUCHI.	OSAKA.	KYOTO.	EDO.	TOYO.
7 P.M.	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0
Direction of Wind.	W	W	W	W	W	W	W	W	W	W	W
Force.	3	3	3	3	3	3	3	3	3	3	3
Dry Thermometer.	80	80	80	80	80	80	80	80	80	80	80
Wet Thermometer.	75	75	75	75	75	75	75	75	75	75	75
Weather.	b	b	b	b	b	b	b	b	b	b	b
Height of Rain.	0	0	0	0	0	0	0	0	0	0	0
Quantity of Rain.	0	0	0	0	0	0	0	0	0	0	0

Barometer, level of the sea in inches, tens and hundredths. Thermometer, in Fahrenheit degrees and tenths. The open air is a shaded situation. Direction of Wind, registered every 24 hours. N., N.E., E., S.E., S., S.W., W., W.N.W., N.W., N.N.W., N.E., etc. Force of Wind, calm, 1 to 3 light breeze, 3 to 5 moderate, 5 to 7 fresh, 7 to 9 strong, 9 to 10 heavy, 10 to 12 violent. State of Weather, Clear blue sky, C. Cloudy, D. Drizzle, F. Fog, G. Gale, H. Hail, L. Light rain, M. Mist, O. Overcast, P. Parting shower, Q. Squally, R. Rain, S. Sunshine, T. Thunder, U. Unsettled, V. Variable, W. Wind, X. X-ray, Y. Yaw, Z. Zephyr.

Shipping.

ARRIVALS.

BOHARA, British steamer, 1,699, H. T. Weighell, 17th March—Shanghai 15th March, Mails and General.—P. & O. S. N. Co.
 ACTIV, Danish steamer, 268, Revebeck, 17th March—Haiphong, and Hoihow 14th March, General.—C. M. S. N. Co.
 DOUGLAS, British steamer, 982, Samuel Ashton, 15th March—Foonchow 14th March, Amoy 15th March, and Swatow 17th March, General.—D. LaPraik & Co.
 DIAMANTE, British steamer, 514, R. F. Cullen, 18th March—Amoy 17th March, General.—Russell & Co.
 GLENFACLES, British steamer, 1,839, Gasson, 18th March—Swatow 16th March, General.—Jardine, Matheson & Co.
 TOO-NAN, Chinese steamer, 1,261, Marden, 18th March—Singapore 16th March, General.—C. M. S. N. Co.
 ASHINGTON, British steamer, 879, J. McDonald, 18th March—Bangkok 16th March, General.—Jardine, Matheson & Co.
 MASSALIA, German steamer, 1,236, H. Schultz, 18th March—Hamburg 31st Jan., Penang 9th March, and Singapore 12th March, General.—Siemssen & Co.
 KEELUNG, British steamer, 919, S. J. Valler, 18th March—Saigon 13th March, Rice—Butterfield & Swire.
 FU-YEW, Chinese steamer, 920, Croad, 18th March—Canton 17th March, General.—C. M. S. N. Co.
 CONSOLATION, British steamer, 816, Lindsay, 19th March—Bangkok 16th March, Rice—Yuen Fat Hong.
 KHIVA, British steamer, 1,419, P. Harris, 19th March—Yokohama 16th March, Mails and General.—P. & O. S. N. Co.
 SHEN-CHI, Chinese gunboat, 19th March—from a cruise.
 GERD HEVE, German bark, 576, E. Lodewigs, 19th March—Whampoa 17th March, General.—Ed. Schellhass & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Compta, Dutch steamer, for Amoy.
 Adolph, German bark, for Iloilo.
 Fu-yew, Chinese steamer, for Shanghai.
 Denalder, British steamer, for Saigon.

DEPARTURES.

March 17, Peking, British steamer, for Saigon.
 March 17, Whampoa, British str., for Saigon.
 March 18, Chikung, British str., for Canton.
 March 18, Kwangtung, British steamer, for Swatow.
 March 18, Enmy, Spanish steamer, for Amoy.
 March 18, Lido, British steamer, for Amoy.
 March 18, Minard Castle, British steamer, for Saigon.
 March 18, Diomed, British str., for Shanghai.
 March 18, Greyhound, British steamer, for Hoihow.
 March 18, Ancona, British str., for Shanghai.
 March 19, Hungarian, British steamer, for Singapore.
 March 19, Don Juan, Spanish str., for Amoy and Manila.
 March 19, Compta, Dutch steamer, for Amoy.
 March 19, Fu-yew, Chinese str., for Shanghai.
 March 19, Denalder, British str., for Saigon.
 March 19, Glenagles, British str., for Singapore.

PASSENGERS—ARRIVED.

Per Bohara, str., from Shanghai.—Mr. and Mrs. Haines, Messrs. E. F. de Senna, A. F. Rozario, E. F. de Almeida, 2 children, and amah, L. F. de Almeida, 184 Chinese, and 2 Chinese boys for Hongkong. For London.—Mr. and Mrs. Williamson, and Mr. Vachell.
 Per Glenagles, str., from Swatow.—1,150 Chinese.
 Per Too-nan, str., from Singapore.—662 Chinese.
 Per Activ, str., from Haiphong, &c.—Captain, chief engineer, second engineer, and second officer of the steamer Melfi, and 60 Chinese.
 Per Ashington, str., from Bangkok.—50 Chinese.
 Per Massalia, str., from Hamburg, &c.—Mr. and Mrs. Verwiebe, and 120 Chinese.
 Per Keelung, str., from Amoy.—3 Chinese.
 Per Diamante, str., from Amoy.—350 Chinese.
 Per Douglas, str., from Foonchow, &c.—Rev. and Mrs. Wolfe, Rev. and Mrs. Gordon, and 2 children, Messrs. A. W. Maitland, J. Graham, C. Keek, and Wienny, and 170 Chinese.
 Per Consolation, str., from Bangkok.—84 Chinese.
 Per Khiva, str., from Yokohama.—Messrs. Blane, Hewitt, Brodie, Ashby, Powell, Wallace, Meldrum, and Elarton.
 Per Kwangtung, str., for Swatow.—2 Europeans and 300 Chinese.
 Per Peking, str., for Saigon.—12 Chinese.
 Per Enmy, str., for Amoy.—31 Chinese.
 Per Minard Castle, str., for Saigon.—12 Chinese.
 Per Lido, str., for Amoy.—12 Chinese.
 Per Diomed, str., for Shanghai.—4 Europeans and 120 Chinese.
 Per Greyhound, str., for Hoihow.—45 Chinese.
 Per Fu-yew, str., for Shanghai.—4 Europeans and 230 Chinese.
 Per Compta, str., for Amoy.—3 Europeans and 6 Chinese.

REPORTS.

The British steamship Keelung reports left Saigon on the 13th instant. Had moderate breeze.
 The British steamship Khiva reports left Yokohama on the 10th instant. Had foggy weather outside.
 The British steamship Ashington reports left Bangkok on the 10th instant. Had strong head winds with heavy sea.
 The Chinese steamship Too-nan reports left Singapore on the 10th instant. Had fine weather throughout.
 The British steamship Glenagles reports left Swatow on the 16th instant. Had heavy weather the first part, and the latter part had heavy rain and squalls.
 The British steamship Consolation reports left Bangkok on the 10th instant. Had fine weather from Bangkok to Cape Varela; from thence to Hongkong had moderate southerly wind and hazy weather.
 The British steamship Diamante reports left Amoy on the 17th instant. Had light variable winds and fine weather until abreast of Cuddihy Point; thence to port had moderate westerly breeze and rainy weather.
 The British steamship Douglas reports left Foonchow on the 14th instant. Amoy on the 15th, and Swatow on the 17th. From Foonchow, to Amoy and Swatow had fine clear weather. From Swatow to port had variable wind with rain and occasional haze. In Swatow, the steamships Yuen Fat Hong, and the Chinese revenue cutter, Lido, were seen. The steamship Glenagles left for the Southward at 5 p.m. The steamship Nippon left for Amoy at 4.30 p.m. on the 16th instant.

SHIPPING IN HONGKONG.

STEAMERS.

BOHARA, British steamer, 1,699, Thomas, 16th March—Saigon 16th March, Rice and Paddy.—Tung Kee & Co.
 BANGALORE, British steamer, 1,309, J. P. Hassell, 4th March—Yokohama 24th February, General.—P. & O. S. N. Co.—Cosmopolitan Dock.
 CHARLES T. HOOK, British steamer, 993, W. Jarvis, 14th March—Honolulu 15th Feb., and Nagasaki, Flour.—Thos. Howard & Co.
 CORTIC, British steamer, 2,788, Wm. Henry Kidley, 11th March—San Francisco 10th February, and Yokohama 15th March, 17,000 bags Flour, and General.—F. E. Foster.
 CRUSADER, British steamer, 647, T. Rowin, 13th November—Saigon 7th November, Rice—Chong Wo Cheang.
 ELECTRA, German steamer, 1,161, E. Kuler, 17th March—Saigon 12th March, Rice—Siemssen & Co.
 FAIR, British steamer, 117, Stopani, (tug plying) Hongkong and Whampoa Dock Co.
 FEILUNG, British steamer, 752, W. N. Allison, 10th March—Bangkok 3rd March, General.—Yuen Fat Hong.
 HAILONG, British steamer, 277, F. Ashton, 16th March—Taiwanfoo 14th March, and Amoy 15th March, General.—D. LaPraik & Co.
 HAINAN, British steamer, 290, Connor, 16th March—Touren, and Hoihow 14th March, General.—Atong.
 LUZON, Spanish steamer, 321, Willamit, 27th Jan.—Sual 25th January, Ballast.—Remedios & Co.
 LYDIA, German steamer, 1,180, Paulsen, 7th March—Ah Yon.
 MARCHESA, British yacht, C. T. Kettlewell, 12th Feb.—Foonchow 10th February.
 MINDANAO, Spanish steamer, 623, Fryer, 5th Feb.—Manila 2nd February, General.—Dunn, Melbye & Co.
 ROSSVIL, British steamer, 1,049, J. McKeechle, 17th March—Saigon 12th March, Rice—Jardine, Matheson & Co.
 SCOTIA, British steamer, 4,467, R. Cate, 8th March—Saddle Islands 3rd March.—E. E. Telegraph Co.
 SEA GULL, American steamer, 48, Hayden, Nov. 24th—China Traders' Insurance Co.
 YUTUNG, British steamer, 286, H. Kennet, June 23rd—Quangai 19th June, General.—Kwok Acheong & Sons.
 ZAMBEZI, British steamer, 1,540, L. H. Moule, 16th March—Singapore 9th March, General.—P. & O. S. N. Co.

SAILING VESSELS.

ADELE, German bark, 1,132, H. Lagemann, 10th March—Cardiff 21st October, Coal.—Melchers & Co.
 ADOLPH, German bark, 868, R. Mohr, 26th Feb.—Hamburg 18th October, General.—Carlowitz & Co.
 ALDEN BESSIE, American bark, A. Noyes, 22nd Dec.—Portland, Oregon 12th Nov., Spars.—Melchers & Co.
 ANTOINETTE, British bark, 1,014, E. T. Bunje, 6th January—Manila 27th December, Ballast.—Order.—Kowloon Dock.
 B. P. CHENEY, American ship, 1,322, C. E. Humphreys, 5th Feb.—Cardiff 9th Sept., Coal.—Russell & Co.
 CHANDERNAGOR, Siberian bark, 682, Mercier, 6th Feb., Manila 27th Jan., Ballast.—Carlowitz & Co.
 CHAS. G. RICE, American bark, 715, A. W. Smart, 12th Jan.—Newcastle, N.S.W., 18th November, Adamson, Bell & Co.
 COLOMA, American bark, 853, Noyes, 5th Jan.—Portland, Oregon 8th November, Lumber.—Melchers & Co.
 CYPRUS, British ship, 1,392, Johnson, 11th Jan.—Middlesbrough 4th August, Iron.—Russell & Co.
 C. B. HAZELTINE, American bark, 830, W. Gilkey, 4th Feb.—Rio de Janeiro 9th Oct., Petroleum.—Russell & Co.
 GUARDIAN, American ship, 1,124, Fletcher, 3rd Feb.—Newcastle, N.S.W., 8th Dec., Coals.—Arnhold, Karberg & Co.
 HERMANN, German bark, 453, W. Penn, 10th Dec.—Chiefo 28th Nov., General.—Wilder & Co.
 JOHN WORSTER, American bark, F. A. Houghton, 11th Feb.—Newcastle, N.S.W., 19th Dec., Coal.—Ed. Schellhass & Co.
 JONATHAN BOURNE, American bark, 1,472, A. Hearn, 10th March—Newcastle, N.S.W., 8th January, Coal.—Russell & Co.
 LIVINGSTON, German bark, 531, H. Steffen, 14th Jan.—Honolulu 12th December, Ballast.—Siemssen & Co.
 LUCIA, British bark, 640, C. Crowley, 5th March—London 15th October, General.—Adamson, Bell & Co.
 LOUISA, German 3-m. sch., 245, Schierloch, 2nd Jan.—Whampoa 31st Dec., General.—Ed. Schellhass & Co.
 MARIE, Ger. ship, 1,300, L. Warken, 21st Feb.—Cardiff 25th September, Coal.—Melchers & Co.
 MARY WHITBROOK, American ship, 869, Geo. Freeman, and Feb.—New York 14th Sept., Kerosene Oil.—Russell & Co.
 MERCURY, American ship, 1,156, Panno, 4th March—Singapore 1st February, Lumber.—Chinese.
 PAPA, German bark, 748, F. H. Bannan, 5th March—Cronstadt 3rd October, Flour.—Siemssen & Co.
 PRESIDENT SIMON, British bark, 1,235, G. Scarlett, 31st Jan.—Manila 23rd January, Ballast.—Jardine, Matheson & Co.
 PROFESSOR NORDENSKJOLD, Norwegian 3-m. sch., 433, E. Jensen, 5th Feb.—Newcastle, N.S.W., 21st December, Coal.—Russell & Co.
 P. N. BLANCHARD, American ship, 1,585, F. L. Oakes, 6th March—Cardiff, Coal.—Russell & Co.
 SEA RIFLE, British schooner, 187, A. Rickert, 10th March—Freemantle 10th January, and Batavia 26th February, Sandalwood.—Siemssen & Co.
 SIE WA WALLACE, British bark, 658, T. R. Brown, 24th Feb.—Newcastle, N.S.W., 30th Dec., Coal.—Captain.

BOYACROSS, British ship, 1,100, Alex. Smith, 4th Feb.—Sydney 5th Dec., Coal.—Arnhold, Karberg & Co.
 WENDELL, British ship, 1,600, H. T. Talley, 20th Feb.—Cardiff 27th October, Coal.—Russell & Co.

HONGKONG—SAILING VESSELS.

(Continued.)

WESER, German bark, 916, H. Hellmers, 11th Jan.—Cardiff 9th September, Coal.—Order.
 W. H. BESSIE, American bark, 1,027, Baker, 7th March—Newcastle 29th December, Coal.—Order.

CANTON.

CHINKIANG, British steamer, 799, S. M. Orr, 17th March—Shanghai 14th March, General.—Siemssen & Co.
 POSANG, British str., 983, Irvine, 16th March—Shanghai 13th March, General.—Jardine, Matheson & Co.

WHAMPOA.

RODERICK HAY, British bark, 290, P. H. Nicolson, 2nd March—Yokohama 13th February, General.—Turner & Co.
 St. Idaze, French bark, 388, J. Durand, 18th February—Quinhon 1st Feb., Ballast.—Carlowitz & Co.

RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston.—Butterfield & Swire.
 Ho-nam, British steamer, 1,377, T. Benning—Hongkong, Canton, and Macao Steamboat Co.
 Kiang-ping, Chinese steamer, 360, Holmes—C. M. S. N. Co.
 Kiu-kiang, British steamer, 617, A. Benning—Hongkong, Canton, and Macao Steamboat Co.
 Kiung-chow, British steamer, 159, Goggin—Hongkong, Canton, and Macao Steamboat Co.
 Powan, British steamer, 1,890, Hoyland—Hongkong, Canton, and Macao Steamboat Co.
 Spark, British steamer, 140—Hongkong, Canton, and Macao Steamboat Co.
 White Cloud, British steamer, 527—Hongkong, Canton, and Macao Steamboat Co.
 Yot-sai, British steamer, 180, Lefavor—Hongkong, Canton, and Macao Steamboat Co.

AMOI.

In Port on 7th March, 1883.

Beta, British bark, 313 (Walt)—Boyd & Co.
 Presto, British bark, 384 (Laidman)—Boyd & Co.
 Sibiran, German bark, 367 (Johannsen)—H. A. Petersen & Co.
 Thersce, German bark, 391 (Hansen)—H. A. Petersen & Co.
 Wagrin, German schooner, 179 (Dibben)—H. A. Petersen & Co.

FOOCHOW.

In Port on 4th March, 1883.

Almatia, American schooner, 367 (Laphan)—Kaw Hong Tak & Co.
 Kvik, Norwegian bark, 417 (Larsen)—Russell & Co.

SHANGHAI.

In Port on 10th March, 1883.

Anglo-Indian, British bark, 444 (Graham)—Drysdale, Ringer & Co.
 Anna Sieben, German bark, 603 (Paulsen)—Gipps & Burchard.
 Channel Queen, British bark, (Lacheur)—Chapman, King & Co.
 Ching-tai, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
 Elliotts, British brig, 290 (Neill)—Jardine, Matheson & Co.
 Emma, German schooner, 219 (Michelsen)—Ed. Schellhass & Co.
 Escort, American bark, 636 (Waterhouse)—Russell & Co.
 Florence Treat, British bark, 790 (Dobson)—Tant, Nathan & Co.
 Helena, British bark, 536 (Hansen)—Nils Moller.
 Kolga, British bark, 359 (Kiehl)—Nils Moller.
 Kolga, German bark, 540 (Lomb)—Russell & Co.
 Marie Berg, German bark, 536 (Hindricks)—Captain.
 M. A. Dixon, British bark, 415 (Cooke)—Morris & Co.
 Pearl, American bark, 536 (Howes)—Chapman, King & Co.
 Perle, British bark, 400 (Kruze)—Nils Moller.
 Queen of India, British bark, 389 (Inok-y)—M. B. M. S. Co.
 Rosa Madre, Italian bark, 911 (Ottone)—Max Slevogt.
 Satsuma, British bark, 364 (Lord)—Morris & Co.
 Sierra Nevada, American ship—Winer & Co.
 Tyburnia, British bark, 948 (Chalmers)—W. Hewett & Co.
 Velocity, British bark, 490 (Martin)—Morris & Co.
 W. Siegfried, British bark, 393 (Hansen)—Nils Moller.

YOKOHAMA.

In Port on 2nd March, 1883.

A. Cashman, Russian schooner, 50 (Sternberg)—F. Ketz.
 Alexander, American schooner, 50 (Carlson)—H. Cook.
 Alma, American schooner, 52 (Tibbey)—J. D. Carroll & Co.
 Black Diamond, German bark, 670 (Boyd)—P. Bohm.
 Centaur, German bark, 488 (Offersen)—J. E. Colver & Co.
 Diana, American schooner, 75 (Peterson)—Captain.
 Elisa, American schooner, 113 (Abbott)—D. Carroll & Co.
 Elze, German brig, 287 (Holm)—P. Bohm.
 E. von Beaulieu, German bark, 336 (Gelling)—Grosser & Co.
 Ernst, German bark, 356 (Hildebrand)—J. E. Colver & Co.
 Evangeline, British bark, 344 (Bell)—Adamson, Bell & Co.
 Helena, American schooner, 40 (Blachof)—M. Ginstay.
 Lizzie, American schooner, 60 (Abbott)—D. Carroll & Co.
 M. C. Bohm, German schooner, 56—P. Bohm.
 Northern Light, American ship, 1,859 (Sloucin)—C. & J. Trading Co.
 Oswald, German bark, 445 (Boysen)—P. Bohm.
 Otsego, American schooner, 36, E. (Pearce)—Captain.
 Otome, American schooner, 52 W. (Hardy)—Snow & Co.
 Otter, American schooner, 50 (Littlejohn)—J. E. Colver & Co.
 Rose, American schooner, 40 (Wilken)—W. Copeland.
 Sophie, Russian brig, 330 (P. Lemaschey)—F. Ketz.
 Stella, Russian schooner, 40 (Issace)—F. Ketz.
 Two Brothers, American ship, 1,383 (Hyden)—Alexander, Center.
 Vigilant, American ship, 1,800 (Gould)—Frank & Co.
 Zephyr, British schooner, 210 (Ewart)—P. H. H.

HER BRITANNIC MAJESTY'S SHIPS.

IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Errington, Hongkong.
 Audacious, double-screw iron frigate, Captain R. E. Tracey, Hongkong.
 Champion, corvette, 14 guns, Captain Russell S. G. Pasley, Singapore.
 Cleopatra, corvette, 14 guns, Captain Hippley, Hongkong.
 Curacao, corvette, 14 guns, Captain S. Long, en route Singapore.
 Daring, composite sloop, 4 guns, Commander F. J. J. Elliott, Kobe.
 Encounter, steam corvette, 14 guns, Captain G. Robinson, Hongkong.
 Esk, double-screw gunboat, 3 guns, In reserve, Hongkong.
 Flying Fish, sloop, 4 guns, Lieut.-Commander Hosky, Hongkong.
 Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Singapore.
 Foxhound, gunboat, 4 guns, Lieut.-Commander McQuinn, Sandakan.
 Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Shanghai.
 Lily, screw gun-vessel, 3 guns, Commander Evans, Singapore.
 Linnet, British gunboat, Commander C. P. Harris, Hongkong.
 Maggie, surveying vessel, 4 guns, Lieut.-Com. Carpenter, Kobe.
 Midge, double-screw gun-vessel, In reserve, Hongkong.
 Moorhen, gunboat, 4 guns, Lieut.-Commander J. H. Corfe, Kobe.
 Pegasus, sloop, 6 guns, Commander E. F. Day, Hongkong.
 Sheldrake, gunboat, 4 guns, Lieut.-Comander M. Bridger, Yokohama.
 Swift, double-screw gun-vessel, 5 guns, Commander Collins, Hongkong.
 Thalia, British troopship, Captain J. W. Brackenbury, C.M.G., Hongkong.
 Tweed, double-screw gunboat, 3 guns, In reserve, Hongkong.
 V. Emanuel, receiving ship, 20 guns, Commodore Cuning, Hongkong.
 Vigilant, paddle despatch-vessel, 2 guns, Lieut.-Commander C. Lindsay, Hongkong.
 Wivern, turret-ship, 4 guns, In reserve, Hongkong.
 Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Chiefo.
 Adonis, French gunboat, 5 guns, Commander Calard, Saigon.
 Africa, Russian corvette, 8 guns, Captain Alceyeff, Singapore.
 Alert, American corvette, 4 corvette, Commander Kempff, Kobe.
 Aragon, Spanish frigate, Don Jose R. Hiquero, Hongkong.
 Duke of Edinburgh, Russian ironclad, Captain de Giers, Hongkong.
 Elizabeth, German corvette, 15 guns, Captain Hollmann, Nagasaki.
 Ermak, Russian transport, Captain Koltchav, Nagasaki.
 Gornostai, Russian gunboat, 7 guns, Commander Stark, Vladivostok.
 Ilia, German gunboat, 8 guns, Commander Klaus, Swatow.
 Kersaint, French corvette, Commander Beaumont, Hongkong.
 La Victorieuse, French frigate, 14 guns, Captain de la Batie, Hongkong.
 Lutin, French gunboat, 4 guns, Commander Rouvier, Hongkong.
 Monocacy, American gunboat, 6 guns, Commander de C. C. Cotton, Hongkong.
 Morse, Russian gunboat, 7 guns, Commander Tataronoff, Japan.
 Nerpa, Russian gunboat, 7 guns, Commander Valondet, Chiefo.
 Filos, American gunboat, 6 guns, Lieutenant-Commander Green, Kobe.
 PLASTON, Russian corvette, 8 guns, Captain Poliansky, Saigon.
 Richmond, American frigate, 14 guns, Captain Skerrett, Hongkong.
 Sobol, Russian gunboat, 7 gunboat, Commander Boyle, Vladivostok.
 St. Petersburg, Russian transport, 6 guns, Captain de Giers, Vladivostok.
 Stoch, German corvette, 19 guns, Captain von Blanc, Hongkong.
 Tamega, Portuguese gunboat, Commander da Costa Cabral, Macao.
 Tongous, Russian gunboat, Commander Hecke, Singapore.
 Velasco, Spanish cruiser, Captain J. M. Wateila, Hongkong.
 Vestnik, Russian cruiser, Commander Avelan, Singapore.
 Villars, French corvette, 15 guns, Captain M. Dewar, Hongkong.
 Vostok, Russian gunboat, 4 guns, Commander Molchenko, Japan.
 Wolf, German gunboat, 4 guns, Commander Strauch, Chiefo.

CANTON GUNBOAT SQUADRON.

An-lan, Viceroy's gunboat, 7 guns, Lin Kuo Chang, Hongkong.
 Chee-hing, Revenue cruiser, 2 guns, Chinese Captain, Canton.
 Chien-jo, Viceroy's gunboat, 7 guns, J. Stewart, Canton.
 Chien-ju, Revenue cruiser, 3 guns, Chinese Hongkong.
 Ching-on, Revenue cruiser, 2 guns, Chinese Captain, Canton.
 Ching-tai, Viceroy's gunboat, 4 guns, F. Bozard, Hongkong.
 Chop-chung, Revenue cruiser, 11 Tack Ming, Canton.
 Chop-sai, Viceroy's gunboat, Chang, on a cruise.
 Hai-chang-ching, Revenue cruiser, 5 guns, Wei Jui Chang, Hongkong.
 Hing-ching, Viceroy's gunboat, 3 guns, C. C. Liang Chieh, Hongkong.
 Hing-hung, Viceroy's gunboat, 3 guns, C. C. Ting, Canton.
 Hui-shan, Viceroy's gunboat, 3 guns, H. J. J. Canton.
 Li-shan, Revenue cruiser, 3 guns, Chinese, Canton.
 Man-lin-ching, Chinese gunboat, Canton.
 Peng-shan-sh